

What is claimed is:

1. A method for controlling an aircraft, comprising the steps of:
receiving first vertical acceleration data related to a vertical acceleration of a front portion of said aircraft;
receiving second vertical acceleration data related to a vertical acceleration of a rear portion of said aircraft;
receiving pitch rate data related to a pitch rate of a center portion of said aircraft; and
generating a pitch command based on said first and second vertical acceleration data and on said pitch rate data.
2. The method of Claim 1, wherein said step of generating comprises filtering signals carrying said first and second vertical acceleration data and said pitch rate data.
3. The method of Claim 2, wherein said step of filtering comprises filtering frequencies in excess of 10 Hz.
4. The method of Claim 1, further comprising the step of receiving pitch flight control data, and wherein said step of generating comprises generating said pitch command based on said pitch flight control data.
5. A method for controlling an aircraft, comprising the steps of:
receiving first horizontal acceleration data related to a horizontal acceleration of a front portion of said aircraft;
receiving second horizontal acceleration data related to a horizontal acceleration of a rear portion of said aircraft;
receiving roll rate data related to a roll rate of a center portion of said aircraft;
receiving yaw rate data related to a yaw rate of a center portion of said aircraft;
and

generating at least one of a roll command and a yaw command based on said first and second horizontal acceleration data, on said roll rate data, and on said yaw rate data.

6. The method of Claim 5, wherein said step of generating comprises filtering signals carrying said first and second horizontal acceleration data, said roll rate data and said yaw rate data.

7. The method of Claim 6, wherein said filtering comprises filtering frequencies in excess of 10 Hz.

8. The method of Claim 5, further comprising a step of receiving roll flight control data, wherein said step of generating comprises generating said roll command based on said roll flight control data.

9. The method of Claim 5, further comprising receiving yaw flight control data, wherein said step of generating comprises generating said yaw command based on said yaw flight control data.

10. The method of Claim 10, further comprising the steps of:

receiving first vertical acceleration data related to a vertical acceleration of said front portion of said aircraft;

receiving second vertical acceleration data related to a vertical acceleration of said rear portion of said aircraft;

receiving pitch rate data related to a pitch rate of said center portion of said aircraft; and

generating a pitch command based on said first and second vertical acceleration data and on said pitch rate data.